

**International Harmonised Research Activities
Vehicle Compatibility Working Group**

Minutes of the Thirteenth Meeting, held at DOTRS, Canberra, on 24-25 September 2001

Present:

P O'Reilly	Chairman	P Castaing	Europe
A Hobbs	Secretary	H L Wong	Subaru Australia
K Seyer	Australia	M Loo	Ford Australia
C Newland	Australia		

Apologies for Absence

Due to the September 11th terrorist attack in the USA, many members had cancelled their travel arrangements and were unable to attend the meeting. Consequently, the length of the meeting was reduced and its content necessarily reduced.

The meeting commenced with a three minute silence for those who lost their lives or loved ones on the 11 September.

Minutes of the Twelfth Meeting

Approval of the minutes of the last meeting was held over to the next meeting.

Australia

The Australian crashed cars were viewed and the test data described. Mr Seyer distributed an updated copy of his earlier comments on their tests (Doc 79a) and distributed copies of further documents related to the tests (Doc 89, 90 & 92). There was a very extensive discussion regarding the tests and test data. Lack of good structural interaction was seen in most of the tests. This was often accompanied by over-riding. In impacts with the Subaru, it was considered that the wide engine, in combination with its body structure, had contributed to improved structural interaction with other cars. The Toyota Yaris was seen to have limited load paths and this was seen to compromise its structural interaction in car to car impacts. Mr Terrell outlined the future Australian compatibility programme (Doc 91).

EEVC

Mr Castaing described the EC funded EEVC programme for the next phase of European work. This will cover the initial steps of developing the various proposed test procedures. The second part of the EC funded work will be carried out as part of a joint project with EEVC WG14, which is studying heavy goods vehicle under-run protection.

Japan

Although no representatives attended from Japan, some documents were received by e mail. These were not discussed. They will be distributed now and discussed at the next meeting, when the Japanese representatives should be present. The documents include an updated Doc 81a and a new document summarising the available structural data (Doc 93). In his document Mr Mizuno has asked for additional information from members. He is asked to clarify precisely what he requires from each member and notify them by e mail. It would be helpful if he would copy his e mail to the chairman and secretary.

Action Mizuno

Date and Place of Next Meeting

Dr Hollowell has requested that consideration be given to holding a further meeting in Australia, to allow all members to see the tested cars. The chairman will e mail all members for their views on this suggestion. Possible dates for such a meeting are 21-22 February 2002. This would precede the ICRASH Conference in Melbourne being held on 25-27 February 2001. Whatever happens, the planned joint meeting with EEVC WG15, which was to be held in February 2002, will not take place. If a further meeting is not to be held in Australia, a new date and place will need to be agreed.

Action O'Reilly

A workshop is still planned for 23-24 May 2002, followed by an IHRA meeting on 27 May 2002. These would precede the IMechE Vehicle Safety 2002 Conference in London. There is also expected to be an IHRA Side Impact Group meeting on 21-22 May 2002, also in London.

C A Hobbs
5 November 2001